

**APPENDIX D**

**COMMENTS ON THE**

**DRAFT MASTER PLAN UPDATE**

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COCHISE COLLEGE AIRPORT MASTER PLAN UPDATE  
Comments on DRAFT Master Plan dated 12/20/00

## Disposition Codes:

1. Will Comply
2. Will Evaluate
3. Comment not applicable

## Resolution of Comments

Review Comments Sorted by Reviewer

Note: Comments added per PAC meeting 3/27/01 are found in Outlined Cells

Item No.	Reviewer	Location	Code	Review Comment	Response
1	P & D - S. Allison	Inside cover	1	Under "Prepared By" add P&D Aviation.	Added.
2	P & D - S. Allison	Page "I"	1	Forecast of Aviation Demand - change page number to 2-2.	Done
3	P & D - S. Allison	Page 3-3	1	Put Figure 3-1 on the bottom of Page 3-2.	Done
4	P & D - S. Allison	Figure 7-2	1	Both shade structures should not extend into BRL.	Drawing Corrected
5	P & D - S. Allison	Figure 7-3	1	The number "2" located on the runway should in a circle.	Drawing Corrected
6	P & D - S. Allison	Figure 7-4	1	The colors on the drawing should match the legend.	Drawing Corrected
7	P & D - S. Allison	Figure 7-5	2	In the legend, what does "UNKNOWN" refer to?	UNKNOWN means that the deed/easement could not be located at the County Recorder's Office
8	P & D - S. Allison	Figures 8-1, 8-2, and 8-3	1	The runway designations ( 5 & 23) are reversed.	Figures Corrected
9	CC-A. Davis	Page 2-3	1	(Section 5) first bullet - should be "with one exception" (exceptions is used)	See Revised text Page 2-3
10	CC-A. Davis	Page 2-3 (d)	1	Are there any alternatives to AWOS-3 as far as cost is concerned? (i.e. lower cost alternative?)	See Revised text Page 2-3, Page 5-15 and Page 6-3. Also Page 2-6 per PAC.
11	CC-A. Davis	Page 2-5	1	Section 6 Concepts A & B - do we want to make any note here regarding circling Vs straight-in preference so as to not have to move any items?	See Revised text Pages 6-2, 6-3, 6-8, 6-9
12	CC-A. Davis	Page 3-1	1	History of Airport - states that there are no navigation easements in effect at the airport. Should we make some comment as to whether there "should be" to lay any necessary ground work for same?	See Revised text Pages 3-1, 3-2,
13	CC-A. Davis	Page 3-4	1	Airport Role and Classification - Only aircraft owned and operated by the College are (currently) permanently tied based at the airport.	See Revised text Page 3-4
14	CC-A. Davis	Page 3-4	1	Airport Role and Classification - add to last sentence "and transient parking and tiedown are available to the public."	See Revised text Page 3-4
15	CC-A. Davis	Page 3-8	1	PAPI - ....consists of two light bars (one each) located on the left side (of each) runway. (Keeps it from sounding like a VASI).	See Revised text Page 3-8
16	CC-A. Davis	Page 6-7	1	Bullet re irrigation well - this is the first time it is mentioned in the report. Is it, in fact, an issue, since it was NOT mentioned as part of the restriction for the clearway path at the end of the runway?	See Revised text Page 6-8
17	CC-A. Davis	All Figures	1	All surface maps of the airport and the college - fuel tanks are NOT located behind the aviation building area. They are located inside the College maintenance area about mid-way on the east side boundary of that area. All maps need to be corrected. One tank (the south one) is auto gas, and the tank next to it to the north is AVGAS and is marked accordingly.	All drawings corrected

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18	ADOT AERO - R. Boucher	General	1	The Draft Final report organization made it difficult to find statements normally attributed to particular Chapters. For instance, the population and demographic data is normally found in the Inventory or Forecast chapters as it is applicable to those areas of the report. In the case of the CCAMPU, the demographic data for Cochise College was ultimately discovered in the Environmental Evaluation section, Section 8. In another instance, land use, jurisdictions, etc., statements of interest in the Inventory Section, were found in the Executive Summary and the section on Airport Plans. This was pretty typical throughout the report making it difficult for both the reader and reviewer to find any cohesion in the document.	We disagree that the population and demographic data belongs in the Forecast Section. None of this information has any bearing on the forecasts developed for THIS airport. We have separated the environmental issues from the physical issues of the airport since these issues act as constraints or limitations to any expansion or modifications of the airport. We agree some of the other Sections should reference information found in Section 8 and will make those references.
19	ADOT AERO - R. Boucher			The following comments concern information that was not provided as per the checklist or not found during the review:	
20		SECTION THREE: Inventory	1	a. There was no statement indicating the Airport Sponsor's objectives/issues to be pursued in the AMPU.	See Revised text Page 1-2
21			3	b. There was no weight bearing capacity given for the runway, taxiway or apron and no recommendation that the Airport Sponsor obtain that information through the grant process. The State's pavement analysis study did not indicate include weight-bearing analysis.	Weight bearing capacity of the runway is discussed on page 3-5. Since we are not changing the Airport Classification and the pavement shows no sign of structural failure, we do not recommend the expense of determining the actual weight bearing capacity of the existing pavements. Per PAC, added weight of Convair.
22			2	c. There was no indication whether or not the above ground fuel facility complied with the ADEQ/EPA standards for fuel dispensing facilities.	See Revised text Page 3-11. Per PAC, added UL standard number and ADEQ Rule 98-0004 related to Underground Storage Tanks.
23			1	d. Signage to and from the airport was not addressed. The signage to the airport both off the highway and on the campus was considered marginal during attendance at a master plan conference.	see Revised text pages 3-12 and 5-19. Per PAC, revised text on Page 3-12
24			1	e. The area airports and their facilities are mentioned at time to time throughout the report, however, in the section concerning AIRSPACE, there is no mention of the surrounding airports (see page 3-8, last item).	See Revised text Pages 3-8, 3-9
25			1	f. The AIRSPACE paragraph does not describe Wilderness Areas in the vicinity of the Airport (re: San Pedro Riparian National Conservation Area).	See Revised Text Page 3-10
26			1	g. The land use planning, jurisdictions, etc. are not described nor is there an exhibit showing the surrounding area in this section (See the Land Use Plan, Section 7).	Referenced information from Section 8 to plan.
27			1	h. The Airport property line is not delineated in Figure 3-2, nor is the entire airport illustrated including the RPZ's.	See Revised text Pages 3-5
28			1	i. The ground transportation (bus, rail, etc.) network in the area is not described in this section.	See Revised text Pages 3-12
29			1	j. The climate and crosswind coverage is not described or discussed in this section nor Facility Requirements section. The only location for a windrose in the report is the Airport Layout plan depicted in Section 7.	See Revised text Page 3-15 and page 5-8
30			1	k. A statement indicating the type of airport management system in use at the airport is not found in this report.	See Revised text Page 3-2
31		SECTION FOUR: Aviation Forecasts	3	a. From what was observed in this chapter, there were no original forecasts developed for this airport other than the forecasts calculated by other agencies. There were no forecasts, therefore, there was not methodology indicated. (See the contract requirements).	Section 4 contains forecasts generated by P&D Aviation covering the functions of this airport.
32			1	b. The airport service area is mentioned but not described. With so many airports in the vicinity, the service area takes on special significance and should be addressed.	See Revised text Page 4-3

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33			3	c. The forecast of airport operations does not address the types of operations conducted (local, itinerant, military, air taxi) or provide the percentage/numbers of each type throughout the forecast period.	See Table 4-5
34			1	d. Air cargo is not addressed in this report.	See Page 4-1
35			1	e. Design hour passengers were not forecast in this report.	See Revised text Page 4-8
36		SECTION FIVE: Facility Requirements	1	a. There is no discussion of the dimensions appropriate for a taxiway to qualify as an "exit" taxiway. A taxiway "at the end of the runway" is not an "exit" taxiway as defined in AC 150/5060-5.	See Revised text Page 5-13
37			1	b. Although there is a discussion of the existing auto parking facilities, there is no calculation of future auto parking needs.	See Revised text Page 5-19. Per PAC, added statement about unpaved overflow parking area.
38			3	c. The adequacy of the utilities to support future demand is not addressed in this Section or this Section.	See pages 3-12 and 3-13 for a discussion of existing utilities on campus and page 5-18 for future utility requirements.
39			1	d. The Runway Width paragraph indicates the 75-foot width is required for turboprop aircraft. It is a requirement of the ADG B-II for this airport and for all aircraft, not just turboprop.	See Revised text Page 5-9
40			1	e. The Runway Object Free Area discussion is confusing as apparently the use of the runway for takeoffs/landing with the existing road is limited. There are no diagrams to assist the reader in understanding the text but it appears a displaced threshold is applicable only to landings on Runway 23. It is uncertain how the road is "controlled" during takeoffs on Runway 05. There is no tower and there is no discussion of what mechanism is used to control road traffic when Runway 5 is in use.	See Revised text Pages 5-11 and 5-12. Added new figure 5-1 Per PAC, revised text on Page 5-12 and changed "Rodeo Grounds" to "Rodeo Department Training Grounds" on figure 5-1.
41		SECTION SIX: Alternative Concepts	1	a. The following areas are not addressed in this section: Aircraft Wash Rack, Access/perimeter Roads, Fencing/gates, revenue generating areas and whether or not the airport is in compliance with the State standards for ADG B-1 airports.	See Revised text Page 3-11 for Aircraft Washrack. See Revised text Page 5-2 for statement of compliance with FAA and State Standards. See Page 3-13 for discussion about fencing and gates. See Revised text Page 3-13 for discussion on revenue generating areas.
42		SECTION SEVEN: Airport Plans	1	a. The Draft AMPU did not contain the Inner Portion of the Approach Surface Drawings for each end of the runway.	New Drawing added (Figure 7-4). See Revised text Pages 2-7 and 7-8.
43			1	b. The Airport Property Map does not comply with the requirements listed in AC 150/5300-13, Appendix 7. The airport property line is not delineated in the Legend and ownership of the off-airport RPZ's are not indicated.	Drawing corrected and renumbered as Figure 7-6. See Revised text Page 2-8.
44			1	c. The Land Use Plan Map does not comply with the requirements listed in AC 150/5300-13, Appendix 7. Land use is not indicated, the legend does not define the airport property line, the noise contours do not appear as described in the legend and the recommended land uses for incompatible land uses are not indicated.	Drawing corrected and renumbered as Figure 7-5. See Revised text Page 2-7
45		SECTION EIGHT: Environmental Evaluation	1	a. Figures 8-1/2/3 appear to indicate the same DNL for 65dB and 75dB noise contours and the airport property line is not indicated in the legends of the exhibits.	All Figures corrected.
46			2	b. The Environmental Evaluation (EE) contains the text for many subjects (land use, demographics and climate) that would be useful if placed in the Inventory Section where the reader could obtain more value from the information. The EE was very comprehensive but would have been more readable had it been formatted in accordance with FAO 5050.4A, paragraph 47e, (1) thru (20).	See item #18 above.

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47		SECTION NINE: Capital Improvement Program and Financial Plan	1	a. Text comments concerning the recommendation that Cochise College apply for NPIAS membership should have included the requirement to comply with FAA airport grant assurances. These grant assurances could be appended to the AMPU or included in the text of this section. It is apparent reading this AMPU that several current practices at the airport may be interpreted by the FAA as an "exclusive right", precluding access to federal grant funds.	See Revised Text Page 2-8 and Pages 9-4, 9-6. Per PAC, revised wording on page 9-4, and 9-6